

TRANSEND

A newsletter for employees, retirees and stakeholders of the Arizona Department of Transportation

April 2006

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Engineers in Training set their sights on careers with ADOT

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Victor Mendez
Director

Engineers in Training – our investment in ADOT's future


The Engineer in Training (EIT) program at the Arizona Department of Transportation is perhaps the most valuable source of fresh engineering talent we have. As we move forward, many of these new engineers will play a significant role in the implementation of our future transportation initiatives.

Over a period of nearly 40 years, ADOT has gained many valuable employees who came through the door as EITs.

EIT program coordinator Dorinda Winrow spends a great deal of time recruiting engineering students to participate in the program. We seek only the best and brightest young minds that the engineering schools have to offer, according to Winrow.

Not only does ADOT benefit from new and innovative talent, but these students have two years in which to gain valuable hands-on experience and practical training in diverse engineering fields while working with our certified engineers. While some students have already selected a specific engineering field, many find real-time experiences in the field to be beneficial as they make a career choice.

As the EITs rotate through various engineering experiences while at ADOT, they are exposed to roadway construction, bridge design and construction, materials testing in the laboratory, project management and geology.

We invest in the EITs' development because we are preparing them to become certified professional engineers – the future engineers of ADOT. 


Want to be published? TRANSEND needs you

We're not looking for Pulitzer Prize-winning authors, just a few employees who want to write articles for publication in **TRANSEND**, your ADOT employee newsletter.

If you've always harbored a secret desire to be published and would like to try your hand at writing an article or two for the newsletter, we would like to talk with you. Phone the editor at (602) 712-8147 or send an e-mail telling us of your interests to Transendeditors@azdot.gov.

"We will give you pointers on what sorts of stories to look for, what questions to ask in interviews, and how to develop your ideas into articles that we can edit and publish," said Ron Loar, editor. "And, if you're handy with a digital camera, we encourage photo submissions as well." Pictures must be shot at high resolution, be in focus and accompany your article submission, along with a description of who is in the photo. We will give you style guidelines about how we wish to receive submissions.

Of special interest for publication are articles of up-coming or recent events, as well as feature-type articles about employees who make a difference in ADOT and the community. Unusual hobbies or activities may also be considered for the newsletter.

If you are uncertain of your writing talents, but have a story or photo idea, call and give us a lead on your idea and we will pursue it. 

On the cover

Aman Mathur, an EIT from India, applies his university engineering training as he takes a reading on a surveyor's transit.

Stephanie Wilhardt, an EIT from the University of Arizona, checks the plan specifications on a construction site.



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EITs do OJT at ADOT

By Ron Loar
Editor

Twice a year, several new faces come onboard the engineering team to do some on-the-job training at the Arizona Department of Transportation as part of the agency's Engineer in Training (EIT) Program. Fresh out of their engineering degree curriculums, these prospective civil engineers from around the world gain valuable experience toward earning their Professional Engineer certification.

As many as 20 EIT's, recruited from Arizona's three major universities, as well as from neighboring states, have the opportunity to apply their classroom knowledge in actual work situations. These fledgling engineers are exposed to various office, laboratory and field experiences that they are likely to encounter in their chosen engineering field. The training program gives students the opportunity to go beyond classroom theory to the application of practical engineering skills in the real-time world while at the same time earning a salary.

ADOT offers opportunities to beginning engineers to acquire comprehensive, professional experience, working alongside registered PE's in all phases of engineering. In a rotation system, EITs are required to spend 12 months working in three major areas of urban construction, rural construction and roadway design, according to Dorinda Winrow, EIT Program coordinator with the Intermodal Transportation Division. EITs spend the last six months of the program working in specialized areas of

interest. They may choose from bridge design and construction, traffic design, Intelligent Transportation Systems, project management or the materials laboratory. "EITs generally choose their specialized areas based on the specific engineering field they plan to pursue," Winrow said.

Additional benefits of the EIT program include opportunities to meet and network with others within the engineering program and a chance for students to build their own professional credentials while gaining valuable hands-on experience.

Upon satisfactory completion of the training program, EITs have the opportunity to secure permanent assignment with ADOT, should they choose to do so. Or, they may use their certifications on their resumes to seek employment elsewhere, according to Winrow. "Of course, we hope they will choose to apply the valuable skills gained in their two years with the program by accepting a position with ADOT," she added.

Adam Carreon of Tempe, a graduate of Arizona State University, says, "I've gained more experience first-hand than what I could

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Syed Alam, who came to ADOT through the EIT program, found a position in the Roadway Design Section. Alam studied engineering at Bangladesh University of Engineering and Technology.



Dan Lance – from EIT to deputy state engineer

From EIT to deputy state engineer, Dan Lance is one man at ADOT who knows the value of hands-on experience and training through the EIT program. Coming to ADOT 35 years ago as an engineer in training after completing engineering courses at Arizona State University, Lance has nothing but positive comments about the program.

"Students coming into the program gain valuable training and ADOT gains fresh minds with new approaches to engineering problems," said Lance, who oversees the agency's Valley Transportation Group. In his current position with the State Engineer's Office, Lance coordinates state highway and freeway programming, design, and maintenance in the Phoenix metropolitan area. He has been assigned to the State Engineer's Office for nearly seven years.

Following completion of his 18-month EIT program, Lance was first assigned to the Phoenix Construction District and later spent four years in the Kingman District before moving back to

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Dan Lance
Deputy State Engineer

BURRO CREEK BRIDGE: AND NOW THERE ARE TWO

By PK McMahon
Associate Editor

In the middle of nowhere (or, more specifically, 6 miles north of Nothing, Arizona, on US Route 93 in the remote reaches of Mojave County), workers are putting finishing touches on an arched, steel-truss bridge spanning Burro Creek.

Arizona Department of Transportation Director Victor Mendez commented at the bridge dedication on March 30, "[This is] a noble accomplishment on the part of many – an example of man's handiwork in harmony with nature."

Noting the significance of US 93 for commercial traffic, Mendez went on to say, "We recognize the important linkage this bridge will provide for posterity as part of the CANAMEX highway." Eventually, US 93 in Arizona will be a completely divided, four-lane highway.


Burro Creek, a pristine piece of Arizona's landscape, is a perennial, tree-lined stream of clear blue pools and small waterfalls that descends more than 1,500 feet into Arizona's lower deserts. For thirteen miles, the creek is flanked by craggy outcroppings of rock as it passes through a designated wilderness area that is home to wild burros (thus its name) as well as pronghorn antelope, beavers, badgers, raccoons, bobcats and mountain lions. Bird-watchers have noted 150 species of avian life in the area.

Nearly 2,000 cacti of various species (including 128 saguaros) had to be moved in preparation for construction of the bridge and its adjacent four miles of divided highway. The cacti will be replanted as part of the landscaping process at the conclusion of construction.

The bridge spans just over 985 feet and rises nearly 400 feet above the canyon floor. Its arch measures nearly 700 feet. More than 650,000 cubic yards of rock and dirt had to be excavated to make room for the new structure, and more than 2,000 tons of structural steel were used in its construction.

Since January 2004, construction workers, some of whom traveled from as far away as Arkansas and Alabama to work on the project, have endured temperature extremes, the inconvenience of a remote location, spotty radio and cell phone reception, and the challenges of keeping all evidence of construction out of the protected creek area.

Designed to carry northbound traffic over the creek, the new bridge closely resembles the existing two-lane

Bridge, which soon will handle only southbound traffic. The most apparent difference between the two is in the "shine" factor. The new bridge is fabricated of Core-ten steel, which weathers to a natural brown that will harmonize with surrounding cliffs, while the steel of the original bridge is shiny. According to ADOT Public Involvement Officer Bill Pederson, "There are plans to paint the older bridge to match the new one, but that will be done as a separate project." 

Get to know . . .

T. Williams heads Environmental Services

Todd Williams is busy settling into his new role as Environmental Services Director with the Arizona Department of Transportation. But the issues that he faces, air and water quality, historical, wildlife and cultural preservation, are nothing new to the veteran environmental professional.




Todd Williams

In this newly created position, Williams is responsible for oversight of all ADOT environmental activities and development of environmental programs and processes necessary to ensure compliance with environmental standards. He reports to Sam Elters, state engineer.

"I am confident that he will provide the leadership necessary to implement programs that will assure ADOT's compliance with federal and state regulations. His technical and people skills and his knowledge of the area make him an excellent choice for this position," Elters said.

Williams, a native of Montreal, Canada, has over 17 years of experience in the environmental field. Most recently, he served Maricopa County as coordinator of the Storm Water Program and was Water Quality Branch Manager as well as Asbestos Unit Manager. He has also served as a consultant on environmental issues and worked for Environment Canada, the Canadian equivalent to the U.S. Environmental Protection Agency.

Educated at the University of Toronto, Williams specialized in biology and graduated with honors. He obtained his Master's of Science Degree from the University of Waterloo in Ontario, Canada, where he specialized in environmental toxicology.

"ADOT is subject to a broad range of environmental and cultural regulations, executive orders, inter-agency agreements and policies," Williams said. "I am looking forward to working to ensure that ADOT's planning, design, construction and maintenance activities are in compliance with all state and federal regulations. My goal is to bring ADOT to the forefront on environmental issues and make the department a true leader nationwide." 

Ceremony commemorates fallen workers and motorists

ADOT hosts work zone memorial wall

By Ian Satter and Diane E. D'Angelo

The statistics are startling: In 2005, 14 Arizona motorists lost their lives in 2,614 work zone crashes. 1,115 individuals were injured.

Nationwide, work zone fatalities have increased 48 percent since 1997. In an effort to educate the public about the dangers of reckless driving through highway work zones, ADOT hosted its annual Work Zone Memorial Service on the capitol lawn on March 28.


The ceremony, which garnered local TV and radio coverage, was held as part of National Work Zone Awareness Week (April 3-7). An integral part of the event was the display of the National Work Zone Memorial Wall, sponsored by the American Traffic Safety Services Association (ATSSA).

The wall lists the names of 1,068 highway workers and motorists who died in work zone crashes across the nation.

ADOT Director Victor Mendez served as master of ceremonies for the service, which also featured speeches by Commander Michael Orose of the Department of Public Safety, Director Richard Fimbres of the Governor's Office of Highway Safety, and Robert Hollis, Arizona Division Administrator for the Federal Highway Administration. Representatives from the Friends and Families of Roadway Workers and the Arizona State Compensation Fund also spoke.

"A year and a half ago, Governor Napolitano established the Traffic Safety Advisory Council and tasked the 18 members with doing whatever it takes to save lives on Arizona's highways," said

Director Mendez. "The council has developed a strategic statewide Transportation Safety Plan for Arizona based on the safety concept of Four Es: (Engineering, Enforcement, Education and Emergency Medical Services), and in the coming months, the agencies involved will be working jointly to implement the plan."

In addition to developing safety tips for drivers, ADOT is looking at new ways to increase work zone safety, including more durable pavements, better work zone design and real-time information services like 5-1-1 to help drivers plan alternate routes around construction areas. 



Discussing the gravity of highway work zone statistics are, from left, Bob Hollis of the FHWA, Mike Flynn of Friends and Families of Roadway Workers and Karla Petty of the Governor's Office of Highway Safety.

MVD assistant director discusses benefits and risks at international workshop

By Jim Cullison

MVD Project Support Manager

What does Penny Martucci, Motor Vehicle Division's assistant director for Competitive Government Partnerships, have in common with a development commissioner from India, a consultant from Singapore, an E-Government manager from New Zealand and a comptroller from Canada?


Answer: they and more than 60 other public and private sector representatives were all participants in an international workshop that focused on governing and financing Information Technology-driven initiatives. Held at Harvard University in March, the workshop emphasized the challenges government agencies face in funding projects that involve more than one organization.



Penny Martucci

Martucci was invited by the workshop director to give a presentation on sharing benefits and risks with the private sector. She described MVD's experience in developing *ServiceArizona* in partnership with IBM. *ServiceArizona* is MVD's online system that allows customers to conduct transactions electronically. In addition to the presentation, Martucci participated in a panel discussion in regard to various aspects of the funding issue.

Many of the workshop presentations outlined difficulties in financing projects across jurisdictional boundaries. *ServiceArizona* was offered as an example of a project that overcame those difficulties with a transaction-based funding model that works well for both partners.

Other workshop participants came from government and private sector organizations from across the U.S., as well as Uganda, Yemen and the Republic of Georgia. 

Retirements from ADOT

Employees retiring recently from ADOT, as reported by Human Resources, include:

Manny M. Agah, ITD, Transportation Technology Group, 21 years

David C. Allen, ITD, Phoenix Construction, Deer Valley Office, 26 years

Doris L. Anderson, ITD, Statewide Project Management, 9 years

Alexander Arriaga, ITD, Phoenix Construction District, 26 years

Albert Bevins, ITD, Materials, 27 years

Alicia C. Brooks, MVD, Traffic Records Section, 12 years

Thomas L. Buhr, Jr., ITD, Contracts and Specifications, 29 years

Elaine Bunevich, ITD, Maintenance, 15 years

Jerald Goble, MVD, Human Resources, 6 years

Larry D. Guerin, ITD, Globe District, 28 years

Dennis O. Hadsell, ITD, Traffic Group, 7 years

Deborah L. Hamilton, MVD, Title and Registration, 25 years

William D. Humphrey, ITD, Flagstaff Construction, 22 years

Stacy M. Jones, MVD, Customer Service Program, 13 years

Janice M. Niedzwiecki, MVD, Directors Office, 7 years

Marlene M. Saner, ITD, Materials Group, 16 years

Rebecca S. Shannahan, MVD, Customer Service Program, 16 years

EITs at ADOT

(Continued from Page 3)

only read about in books.” Only three months into the program, Carreon says he plans on taking advantage of ADOT’s offer for a full-time engineer’s position once he completes the two-year stint.

Miguel Guzman came to the ADOT EIT Program from LaSalle University in Mexico City and says that he appreciates the opportunity to gain experience in the diverse fields of engineering, working alongside experienced engineers. “I have had many opportunities to build professional and personal relationships with other engineering students who I might be working with for many years.”



EIT to deputy state engineer

(Continued from Page 3)

Phoenix Construction. In his 30-year employment history with ADOT, Lance has had opportunities to work on just about every type of construction engineering project. “The challenge as an EIT is that you need to learn as much about varying engineering tasks as possible,” he said. “I encourage young engineering students to get out there in the field and get their hands dirty, to learn everything they can from the technicians, who they will one day be supervising.” He said the EIT program affords engineering students a chance to apply what they learned in the classroom to the real-time world. They will gain more practical knowledge in 18 months of on-the-job training than they ever learned in books.

The deputy state engineer has opportunities every day to interact with EITs, and he encourages them to ask questions. “That’s the way I learned,” Lance commented, “asking questions and getting my hands dirty.”

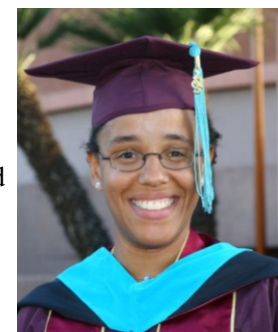


Eva Reid completes master’s degree at ASU

By Matt Carpenter
Public Transportation Division

Eva Reid, acting manager of ADOT’s Geographic Information Systems (GIS) Section, has recently completed her Master’s Degree in Public Administration through Arizona State University.

Reid started as a GIS analyst with the Transportation Planning Division in 2001. Eva took advantage of the Tuition Reimbursement Program that has been offered to employees since 1974 and that has given many employees the opportunity to update their credentials, acquire new skills, and stay on top of their field.



Eva Reid

Eva’s studies within the Masters program included Public Budgeting and Finance, Public Service, Research Methods, Intergovernmental Relations and Public Human Resource Management.

By taking advantage of the program, coordinated by ADOT’s Organization and Employee Development, Eva was able to receive reimbursement for the major share of her tuition at ASU. Reimbursement was allowed because the classes were relative to the work she does within ADOT. Reid’s supervisor, Jami Garrison, Transportation Planning Division’s Data Bureau manager, sees the Tuition Reimbursement Program as a win-win situation for ADOT and for Eva and for ADOT. “Her skill set has increased tremendously and contributes to the success she has attained within her job,” Garrison said.

More information about ADOT’s tuition reimbursement program can be found at www.azdot.gov/insideADOT/training/OED/tuition.asp or call (602) 712-8536.





Mama Owl when she was discovered sitting on her clutch of eggs. The eggs have since been moved to a wildlife rescue facility to be raised by a surrogate mother.

Photos by Terry Stevens, volunteer avian specialist for Liberty Wildlife.

ADOT workers give a **HOOT**; protect great horned owl family

By Ron Loar
Editor

One project to prevent swallows from nesting in an overpass turned into another mission of rescue for a family of great horned owls found nesting in the superstructure of an overpass along US Route 60 in the East Valley.

Contract workers for the Arizona Department of Transportation recently were in the process of preparing to hang netting that would prevent the nesting of cliff swallows under the bridge of US 60 at the Roosevelt Water Conservation District canal when they discovered a nesting female owl in the steel framework about 25 feet above the ground. They had earlier seen the male great horned owl flying about in search of prey, according to Craig Cornwell, consultant for ADOT.

Terry Stevens, a trained volunteer avian handler, removed two eggs from the owl's nest and transported them in a specially designed incubator to Liberty Wildlife, a non-profit organization dedicated to rescue and rehabilitation of wildlife native to Arizona.

At Liberty Wildlife, the eggs were placed in the nest of a surrogate mother who was already sitting on three other eggs, according to Jan Miller, animal care


coordinator for Liberty. At the time of this writing, one of the eggs from the US 60 project had hatched, Miller reported. "The hatchling will be nurtured and cared for by the adoptive mother. When old enough, it will be placed in a flight cage where it can learn to fly and develop its muscles. Other owls will teach it how to hunt before it can be released into the wild," Miller said.

As for the nesting pair, Miller said, "It is early enough in the mating season that hopefully they will go off and mate again and start another family in a less threatening environment."

Liberty Wildlife provides care and relocation of large birds of prey such as owls, hawks, falcons, and eagles, as well as the cactus wrens, mockingbirds, Gila woodpeckers, Anna's hummingbirds, and even great blue herons. Mammals cared for by Liberty Wildlife include coyotes, foxes, rabbits, bobcats, mountain lions and javelina. Reptiles and amphibians, while not found very often, also are treated at the facility. To learn more about the services provided by Liberty Wildlife, see their Website: www.libertywildlife.org.

Once the owl eggs were removed, workers were able to return to their job of hanging netting beneath the overpass to prevent the nesting of other birds,

particularly the cliff sparrows, according to Bob Wade, ADOT resident engineer on the project.

"ADOT is about more than building highways and licensing drivers. We have an obligation to protect wildlife that is impacted by our construction of highways and bridges," said Melissa Maiefski of ADOT's Environmental and Enhancement Group in Tucson. Maiefski was instrumental in obtaining special permits needed for relocation of the eggs. 

Day-old hatchling in a nest of other adoptive owl eggs at Liberty Wildlife. Eggs are numbered for record-keeping purposes. When the baby owls are old enough, they will be trained by other owls in the ways of owls before being released into their natural habitat.



Circle of Honor dinner recognizes UPS safe drivers

By Doug Nintzel
Media Relations Director

Victor Mendez, director of ADOT, now knows there is one more thing “brown can do for you” — produce drivers who are dedicated to United Parcel Service’s commitment to safety on the nation’s roads and highways.

Mendez was the keynote speaker at the “Circle of Honor” dinner honoring 14 UPS drivers from Arizona and New Mexico who have worked at least 25 years without a chargeable accident. The awards ceremony was held March 11 at the Harrah’s Ak-Chin Resort and Casino near Maricopa.

“The UPS program that stresses safe driving is to be commended,” Mendez told the audience while noting the history of UPS. Founded in 1907, the company issued its first driver handbook in 1917 and began recognizing its safe drivers in 1923. Over the last two years, more than 125 U.S. companies and state agencies have asked to use the company’s training methods as a benchmark for their own training.

“There certainly are aspects of your experience that I’d like to share with the Governor’s Traffic Safety Advisory Council,” said Mendez. Mendez serves on the safety council’s executive committee. The council has drafted a strategic Statewide Transportation Safety Plan for Arizona, which focuses on improving traffic

safety through education, enforcement, engineering and emergency response efforts.

“The safety program and message developed by UPS can benefit other drivers in Arizona. I can’t say enough about the safety record achieved by your top drivers. 25 years without an accident is remarkable,” the ADOT director said.


Mendez also took time to discuss some of the major improvements ADOT will be making to the Phoenix area freeway system in the next few years, including the widening of Interstate 17 between the Loop 101 and Carefree Highway in north Phoenix, widening of the Superstition



Zack Scott, Desert Mountain district manager of UPS (right) presents ADOT Director Victor Mendez with a model of one of the company’s freight trucks as part of the “Circle of Honor” dinner recognizing UPS drivers who have gone 25 years without an accident.

Photo by Doug Nintzel

Freeway in Mesa and completion of the Loop 202 Santan Freeway in Gilbert and Mesa.

UPS drivers saluted for achieving the company’s highest level defensive driving record were Gerald Breen, Bruce Peacock and Arnold Siqueiros, Jr. of Peoria; David Dow and Thomas Pridgeon of Glendale; David Malchow and Mark Wiese of Tucson; Larry Beyal of Flagstaff; John Bigus of Phoenix; Richard Griesbeck of Chandler; Ramon Valencia, Jr. of Benson; and New Mexico drivers Robert Hayes of Deming, Jerry Garver of Albuquerque, and Dennis Culler of Farmington. 

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ADOT, NDOT, BIA, FHWA discuss issues

Four agencies partner to resolve transportation issues on Indian reservation

Key players representing four government agencies came together in Scottsdale for the second time in as many years to discuss their working relationships and furthering mutual goals to improve and develop transportation on the nation's largest Native American reservation.

The Second Annual Partnering Meeting of the Navajo Nation, Arizona Department of Transportation, Bureau of Indian Affairs and Federal Highway Administration was held at the Doubletree Paradise Valley Resort. Approximately 80 participants represented the four transportation agencies.


"About 10,000 miles of roadway cross 27,000 square miles of Navajo Nation," said Mark Maryboy, chairman of the Transportation and Community Development Committee for the Navajo Nation's Office of Legislative Services. "Only 2,000 miles of Indian roads are paved. Our roads are in a terrible state," Maryboy told the group. Approximately 174,000 Navajos live on the reservation, which comprises most of the northwestern corner of Arizona, and spans into New Mexico, Nevada and Colorado. Citing Interstate 40 as the major artery crossing the Navajo Nation lands, Maryboy said that with current Homeland Security concerns, "should there be a [terrorist] attack on I-40, it would be quite disruptive to our way of life."

Recalling the first partnering meeting held last year, Robert Hollis, administrator for the Arizona Division of the FHWA, said, "Last year we said we would foster and maintain good working relationships. We said we would promote and sustain opportunities through partnering to develop and sustain opportunities and resources. We established measurements for quality, continuous improvement, reaching mutual goals, making timely decisions, working toward conflict resolution and developing

teamwork. We've made great strides in those areas, but need to continue to improve relationships. My sense is the partnership is working. We must continue to nurture and reinforce our commitment to partnership."

Representing the Bureau of Indian Affairs, Timothy DeAsis, deputy regional director for BIA, encouraged

Tribal officials to be aware of availability of federal and state funds and programs that would improve transportation. He pledged the ongoing assistance from the BIA to maximize resources for the Tribe.

ADOT Director Victor Mendez stressed the importance of the four agencies working together and measuring progress from one meeting to the next. 



Discussing transportation-related topics of mutual interest are Victor Mendez, ADOT director; Mark Maryboy, chairman of the Transportation and Community Development Committee for the Navajo Nation's Office of Legislative Services; Timothy DeAsis, deputy regional director for the Bureau of Indian Affairs; and Robert Hollis, administrator for the Arizona Division of the Federal Highway Administration. The four met as part of the second partnering meeting of government agencies interested in improving the quality of transportation on the Navajo Nation.

ADOT maintenance crews plow into spring

LET IT SNOW, LET IT SNOW, LET IT SNOW

By Ron Loar
Editor

Just when we thought it was safe to put away the snow shovel, BAAAM! Mother Nature hit us with the heaviest snowfall in six years. Such may be the reaction of many in the high country, but ADOT snow removal crews weren't caught with their shovels down when the big one hit late in March.

This had been a rather mild winter in terms of snowfall for Arizona, but highway maintenance crews in the Flagstaff, Holbrook, Globe and Prescott districts scrambled to their snowplows when some areas got dumped on with as much as 50 inches of winter wonderland.

See Comments and Kudos on page 11 for a letter expressing gratitude to ADOT maintenance crews for clearing Navajo County roads of heavy snow.


Working 12-hour shifts around the clock with 40 plows, snow removal crews braved ice-cold temperatures to open roads and highways for motorists. Rick Powers, district engineer in Globe, was quick to praise the dedication of maintenance crews who braved the winter elements. "I'm proud of their efforts. The guys did a great job. "Clearing 50 inches of snowfall on a mountainside is about like bailing a sinking boat with a coffee cup. We had too much snow for the resources we had, but our crews met the challenge. I can't praise the crews enough for their hard work," Powers commented.

Prescott District crews are not so quick to put away their winter toys either. "Late season storms are not

unusual for us," said Bob LaJeunesse, maintenance engineer for Prescott District. "We are geared up to the end of April. This snowfall was not much of a surprise to us." His 14 snowplows were out for two days clearing highways for safe passage.

In Flagstaff, where merchants and the Chamber of Commerce were long-faced over not having their usually brisk winter-visitor business because of the lack of snow, faces brightened and cash registers began ringing as the long-awaited snowfall attracted a parade of snow enthusiasts. ADOT road crews in Flagstaff took to the highways to prevent 30-some inches from accumulating. "The storm was really no

surprise to us," Kent Link, maintenance engineer said. The 44 plows in the Flagstaff District had roads cleared in about 12 hours, according to Link.

The late storm didn't catch Holbrook maintenance crews off guard, either. "When we heard the storm was coming, we did a lot of pre-treating with calcium chloride to prevent ice from forming," said Dave Sikes, Holbrook District engineer. One of the largest engineering districts in the state with over 2,800 lane miles to maintain, Holbrook has 56 snowplows in service. "Our main focus is to keep I-40 open. If we have to close that down, we have some serious problems, but we stayed on top of it," Sikes said. 



A snowplow clears a path near San Francisco Mountains north of Flagstaff.

Comments and Kudos

During a recent heavy snowfall in northern Arizona, ADOT maintenance crews extended their services beyond state highways to clear county roads as well. Navajo County Public Works Director Dusty Parsons wrote to State Engineer Sam Elters:

Dear Mr. Elters:

Navajo County Public Works Department would like to express its sincere gratitude for the help your crews provided clearing the county's roadways in the Pinetop and Heber area during the recent heavy snowfall. The crews that you sent did a very professional job and we could not have been as successful without their assistance. Please let your crews know how much we appreciate them and if we can be of assistance to ADOT in the future, please let us know. Thanks again for all the support.

*Respectfully,
E. L. (Dusty) Parsons
Director of Public Works
Navajo County*

Flagstaff District maintenance workers were recognized recently for the assistance they rendered to Utah law enforcement officers during a homicide investigation. The following letter of commendation was sent to John Harper, Flagstaff District engineer:

Dear Sir,

I am writing to express my appreciation for the help that your employees provided our agency. I would like to particularly thank Don Tait, Nick Stathos and the ADOT personnel responsible for the Virgin River Gorge area of

I-15 for the manner in which they treated my investigators and I. These men are a credit to your organization and have earned my praise.

The Washington County [Utah] Sheriff's Office is investigating a homicide that occurred recently. We received information that the suspects in the case had thrown evidence out of their car as they traveled through the Virgin River Gorge. It was my responsibility to arrange for our detectives to conduct a walking search of I-15 between the Black Rock and Cedar Pocket exits, a stretch of approximately 10 miles with no inside shoulder separation between the travel lane and barrier wall.

Don Tait and Nick Stathos made the arrangement process surprisingly easy for me. They were extremely accommodating to my requests and offered helpful advice on how to best go about the search process. They made their men and equipment available on two consecutive days and shut down the inside travel lane to provide for our safety while we searched. They provided sufficient manpower to control traffic without ever causing us to feel pressure to hurry our search.

We, the investigators in this case, genuinely appreciate the helpful, patient attitude of everyone from ADOT who worked with us on this search.

*Sincerely,
Lt. Jake Adams
Washington County Sheriff's Office*


Equipment Rodeo cancelled this year

Due to scheduling conflicts, the Equipment Safety Partnering Rodeo, which was scheduled for mid-May at the Arizona State Fairgrounds, will not be held this year.

John Trojanovich, coordinator of the annual event, said the Rodeo will be held at the Fairgrounds next year from May 7-11. He said that growing interest in the popular event has prompted ADOT to increase it to a three-day program. "We were running out of time to get all the participants scheduled," according to Trojanovich.

Last year the Equipment Rodeo attracted 600 participants who were tested in three categories:

- Written test
- Equipment safety and mechanical inspection
- Driving course

The competitive civil engineering student events held in conjunction with Arizona State University and Northern Arizona University will be held this year, according to Diane Navarro, assistant coordinator of the Rodeo. Empire Machinery Company will host the student event at their facility at Country Club Road and U.S. 60 on April 14. 

E. Lara, C. McAllester attain 40 years of service with ADOT

Edward A. Lara, of Casa Grande Maintenance, and Carlton H. McAllester of Show Low Maintenance, have each attained 40 years of state service.

Other employees recently recognized for reaching milestone years of service include:

35 years

George A. Lamb, Jr., MVD, Mesa Enforcement

Marcia Ann McNeil, MVD, Communications

30 years

Susan R. Haught, ITD, Prescott Maintenance

John B. Hauskins, ITD, Phoenix Maintenance

Ernest B. Wayne, Jr., ITD, Engineering Survey

25 years

Donna L. Brock, ITG, Support Desk

William S. Major, ITD, Traffic Engineer Group

Michael S. McQueen, ITD, Geotechnical

Mary H. Saucedo, TSG, ITG Infrastructure

Rhonda M. Wells, TSG, Administrative Support

20 years

Maria A. Arvizu, ITD, Casa Grande Maintenance

Michael Bellantuono, ITD, Phoenix Maintenance

Kathie L. Beshoner, ITD, Traffic Operations Center

Vernon Collins, ITD, Roadway Maintenance

Lynn A. Grandy, ITD, Development Support

Leslie J. Grimm, MVD, Motor Carrier and Tax

Tamyra A. Martelle, Aeronautics Division

Jesus S. Mendivil, MVD, Yuma Port of Entry

Mary Lou Muth, MVD, Customer Service

Jerry W. Pfalzgraff, ITD, Kingman Maintenance

John A. Tisdell, MVD, Motor Carrier and Tax

Helen F. Schemp, MVD, Strategic Planning

Thomas Steinberger, ITD, Kingman Maintenance

Aivars J. Stepins, ITD, Roadway Pump House

Thomas R. Wheeler, ITD Right of Way

Next month in

TRANSEND

ADOT has its own Olympic hero. Just back from the Winter Olympics in Italy, he will be featured in the May issue of TRANSEND. Be sure to read about him and these other articles planned for next month:

- Risk Management – beginning of a three-part series
- Civil Rights Office DBE Conference coverage
- Red Mountain Loop 202 construction update
- Dust storm safety promotion
- SECC volunteers make a difference in peoples' lives
- Donating leave to fellow employees

If there are articles or features you would like to see published in ADOT's employee newsletter, let us know. E-mail transendeditors@azdot.gov or call Ron Loar at (602) 712-8147.

We are also looking for writers and correspondents. If you would like to try your hand at writing for TRANSEND, let the editor know.

*National Work Zone
Awareness Week
April 3-10, 2006*

